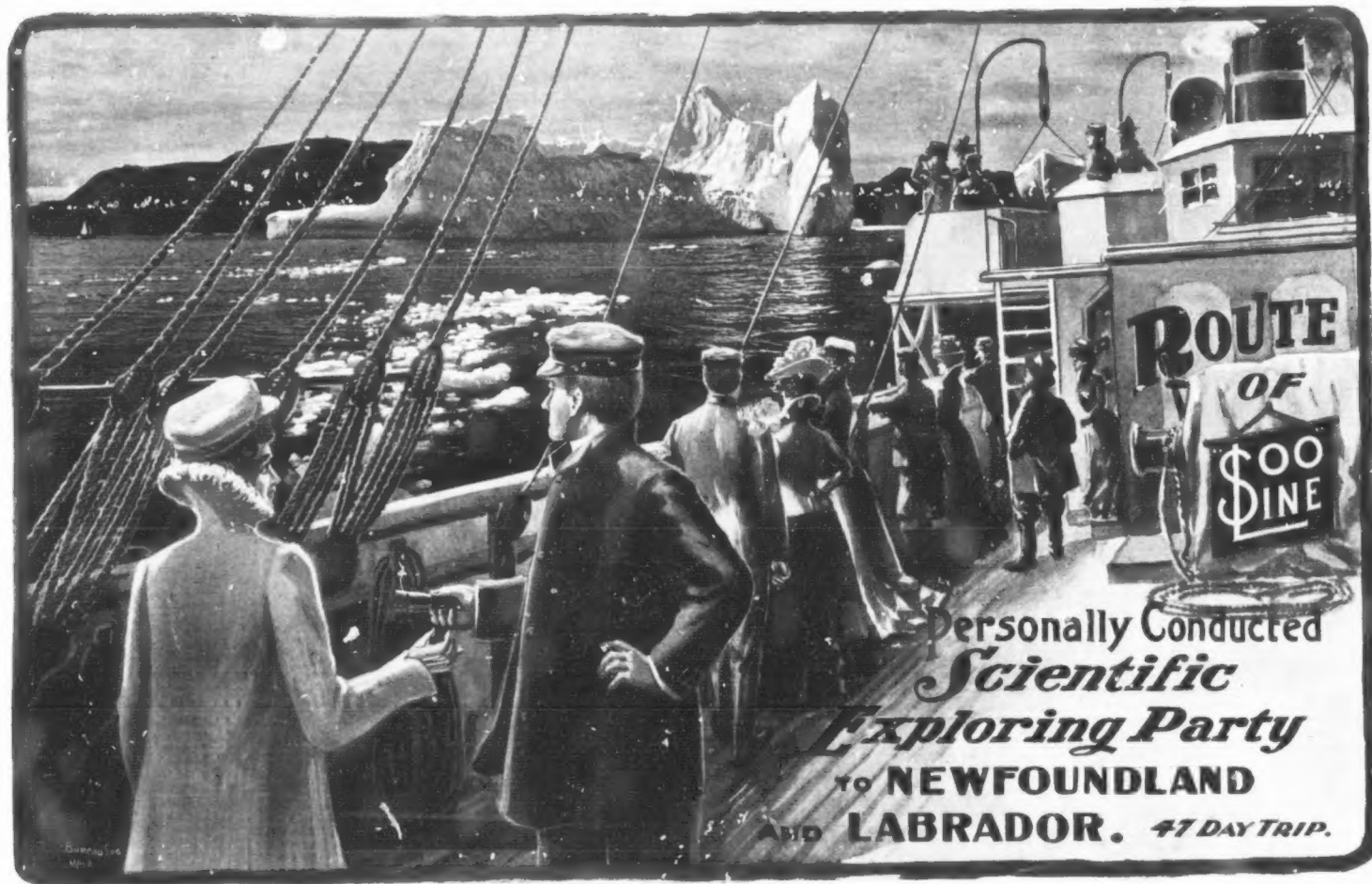


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36



Mileage—Minneapolis to Labrador and Return.

MINNEAPOLIS TO SAULT STE MARIE.....	Soo	505 miles
SAULT STE. MARIE TO OWEN SOUND.....	C. P. S. S.	275 "
OWEN SOUND TO TORONTO.....	C. P. R.	122 "
TORONTO TO BUFFALO AND RETURN.....	N. N. Co.	160 "
TORONTO TO MONTREAL.....	R. & O.	339 "
MONTREAL TO ST. JOHNS.....	C. P.	481 "
ST. JOHNS TO FREDERICTON AND RETURN...	C. P. AND RIVER STEAMER	134 "
ST. JOHNS TO DIGBY.....	S. S. PRINCE RUPERT.....	50 "
DIGBY TO HALIFAX.....	DOM. ATL.....	150 "
HALIFAX TO SYDNEY.....	INTERCOLONIAL.....	276 "
SYDNEY TO LOUISBERG AND RETURN.....	S. & L. Ry.	78 "
SYDNEY TO NORTH SYDNEY.....	INTERCOLONIAL.....	20 "
NORTH SYDNEY TO PORT AU BASQUE.....	S. S. BRUCE.....	93 "
PORT AU BASQUE TO ST. JOHNS, N. F.....	N. F. Ry.	548 "
ST. JOHNS, N. F., TO RAMAH.....	N. F. S. S. Co.	950 "
RAMAH TO BAY OF ISLANDS.....	N. F. S. S. CO.....	1,013 "
BAY OF ISLANDS TO PORT AU BASQUE.....	N. F. Ry.	141 "
PORT AU BASQUE TO NORTH SYDNEY.....	S. S. BRUCE.....	93 "
NORTH SYDNEY TO HALIFAX.....	INTERCOLONIAL.....	266 "
HALIFAX TO BOSTON.....	PLANT STR.....	389 "
BOSTON TO MINNEAPOLIS.....	B. & M., C. P., Soo.....	1,471 "
TOTAL.....		7,554 miles

\$375.00

Scientific Exploring Party

\$375.00

... TO ...

NEWFOUNDLAND and LABRADOR.

INCLUDES:

Railroad Fare,
Steamship Fare,
Meals and Berth on Steamer,
Meals and Berth on Rail.

At the urgent request of a number of scientific gentlemen, an excursion has been arranged to visit Labrador, the "Norway of America," which, on account of its inaccessibility, has heretofore been available only by a chartered steamer.

The idea is to make the trip one of pleasure and instruction; to move by easy stages, and to see all that is possible in the limited time. The route has been selected with much care and thought, and without exception, is the grandest trip ever offered to residents of the Northwest.

INCLUDES:

VISIT TO
Pan-American Exposition.

ALL EXPENSES.

Transfers, Drives, Hotels and all Necessary Expenses.

for 47 Days

\$375.00

Rate from ST. PAUL and MINNEAPOLIS, \$375.00.

\$375.00

Itinerary.

Thursday, June 20th. Leave Minneapolis 6:35 and St. Paul 7:20 p. m. in Palace sleeping car.

Friday, June 21st. Arrive Sault Ste. Marie 10:20 a. m., visiting ship and power canals of United States and Canada, through which passed last year more tonnage than through the Suez Canal. The power Canal offers the largest power in the world. Iroquois Hotel.

Saturday, June 22d. Leave Sault Ste. Marie 11 a. m. on the Clyde built upper deck steamer "Manitoba" for Owen Sound, Ont., passing through the beautiful St. Mary's river, Lake Huron and the Georgian Bay.

Sunday, June 23d. Arrive Toronto noon. Tally-ho ride around the city. Moonlight trip on the bay, stopping at the Queen's Hotel.

Monday, June 24th. Leave Toronto 7 a. m. via Niagara Navigation Company steamer. A most beautiful ride across Lake Ontario to Lewiston, thence by the interesting Gorge Route along the Niagara River to Niagara Falls, arriving 10:45 a. m. In the afternoon, drive around the falls, visiting Goat Island; down incline railway; trip on "Maid of the Mist" under the great cataract. Prospect House.

Tuesday, June 25th. Leave Niagara Falls 9 a. m. for Buffalo. Automobile ride around the city, on the first day, with visit to Pan-American Exposition.

Wednesday, June 26th. Buffalo, Pan-American Exposition.

Thursday, June 27th. Buffalo, Pan-American Exposition. Visits will be made to the Exposition days and evenings, and for those not desiring to attend the exposition during the evenings, other amusement will be afforded.

Friday, June 28th. Leave Buffalo 9 a. m. for Toronto via Lewiston and the Niagara Navigation Company, arriving Toronto 1:30 p. m. Leave Toronto 2:30 p. m. via R. & O. Co.'s steamer "Toronto" down the beautiful Lake Ontario, calling at Charlotte.

Saturday, June 29th. Through the famous Thousand Islands, the summer homes of hundreds of the American and Canadian families. Down the St. Lawrence, through its many wonderful rapids, the running of which afford much excitement. Arrive Montreal 6:30 p. m.

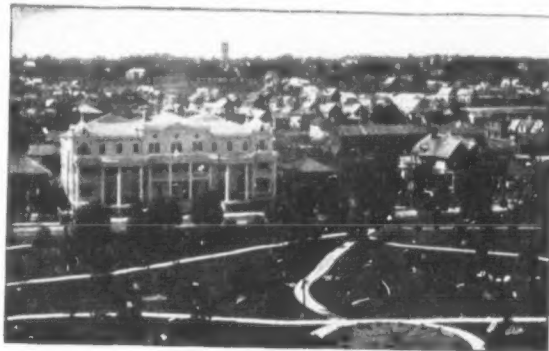
Sunday, June 30th. Montreal, Windsor Hotel, the metropolis of Canada. Afternoon, drive around Mt. Royal. Leave Montreal 8:05 p. m. via C. P. Ry. sleeper, passing through Quebec, Maine and New Brunswick.



Holly Road, N. F.

- Monday, July 1st.** Arrive St. John 11 a. m. Carriage drive around the city, visiting the Reversible Falls.
- Tuesday, July 2d.** Leave St. John 8 a. m. via steamer, up the river St. John to Fredericton, visiting places of interest at that point, returning by rail to St. John.
- Wednesday, July 3d.** Leave St. John 7 a. m. via steamer for Digby, passing through the "Land of Evangeline," arriving Halifax 6:15 p. m.
- Thursday, July 4th.** Halifax. Drive around city, visiting citadel, dry dock, Dutch church and other historical points.
- Friday, July 5th.** Leave Halifax 11:30 a. m. via Intercolonial Ry. through Nova Scotia and the celebrated Bras d'Or country. Arrive Sydney 10 p. m.
- Saturday, July 6th.** Visit Louisborg, viewing ruins of old fortifications. Leave North Sydney 10 p. m. via Express steamer "Bruce" across the Gulf of St. Lawrence for Port-aux-Basque.
- Sunday, July 7th.** Leave Port-aux-Basque 7 a. m. in special car on Newfoundland Ry. for trip of 550 miles through Newfoundland.
- Monday, July 8th.** Arrive St. Johns, N. F., 11 a. m. visiting points of interest.
- Tuesday, July 9th.** St. Johns, visiting points of interest.
- Wednesday, July 10th.** St. Johns and vicinity.
- Thursday, July 11th.** Leave St. Johns for Labrador via the good ship "Glencoe," making the trip to Ramah, calling at the Moravian settlements, Hopedale, Nain, Okak, returning to Rigoulette, Battle Harbor, and thence down the west coast of Newfoundland, visiting Ingornarchoix Bay, Bonne Bay, thence Bay of Islands. The steamer will make about seventy stops.
- July 11th to July 27th.**
- Sunday, July 28th.** Bay of Islands.
- Monday, July 29th.** Leave Bay of Islands via Newfoundland Ry. at 2:15 p. m., arrive Port-aux-Basque 9 p. m.
- Tuesday, July 30th.** Leave North Sydney 10:10 a. m., traversing Cape Breton and Nova Scotia; arriving Halifax 10 p. m.
- Wednesday, July 31st.** Leave Halifax via the staunch steamer "Halifax" of the Plant Line, for Boston.
- Thursday, August 1st.** On the Atlantic ocean.
- Friday, August 2d.** Arrive Boston 9 a. m. Carriage drive around the city. Visiting Federal Hall, Old South Church and other historical places.
- Saturday, August 3d.** Leave Boston 10 a. m. in sleeper, passing through the White Mountains.
- Sunday, August 4th.** On the Canadian Pacific Ry. en route home, passing through Ottawa and Saulte Ste. Marie.
- Monday, August 5th.** Arrive St. Paul 8:45 a. m. and Minneapolis 9:30 a. m.

SAULT STE. MARIE, MICH.

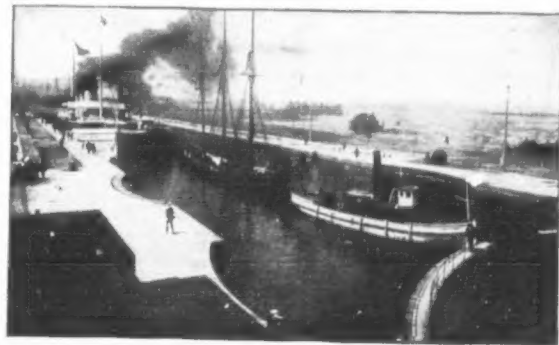


Sault Ste. Marie, Mich., Hotel Iroquois and Ft. Brady in the Distance.

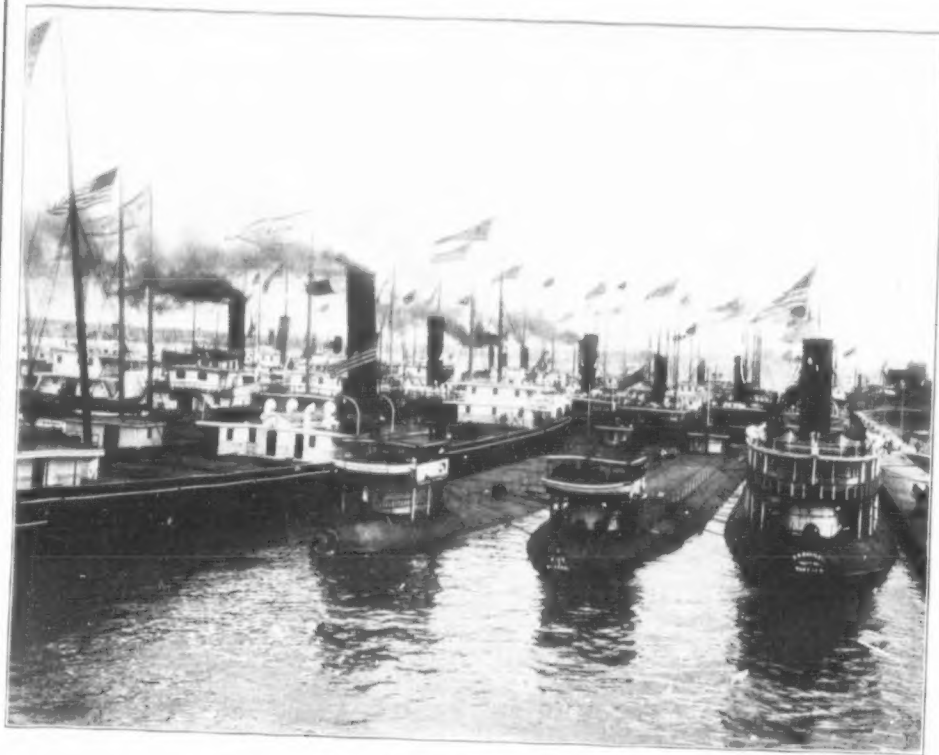
furnaces of Pennsylvania.

Since the completion of the new hotel, Sault Ste. Marie has become a favorite resort for the tourist, and among the pleasures of the day "shooting the rapids" is the most exciting. A canoe in charge of two Indians is hired for the trip. It is propelled up stream against the current with great dexterity by the Indians who use poles, and when opposite the head of the rapids the canoe shoots into the middle of the river and down it goes like a race horse, and if one's hair does not turn white, it is because it does not have time, for the bed of the river is filled with immense rocks among and over which the water and canoe shoot and after a minute, which seems an hour, you glide into quiet waters and wonder how the rocks escaped being knocked to pieces. By all means "shoot the rapids." Fort Brady located at Sault Ste. Marie, is a "three company post," and one of the most interesting to visitors who are welcome at morning drill. Steamers can be taken at Sault Ste. Marie for Mackinac Island, Detroit, Buffalo, Chicago, Milwaukee, Duluth, Owen Sound, Port Arthur, and all points on the Great Lakes.

SAULT STE. MARIE, MICH., is situated on St. Mary River between Lake Superior and Lake Huron and is the junction of the Canadian Pacific Ry. with the Minneapolis, St. Paul and Sault Ste. Marie and Duluth, South Shore and Atlantic Rys., trains crossing the river on the International bridge which has ten spans and is the only bridge between Duluth and Buffalo. On the opposite side of the river is Sault Ste. Marie, Ontario, and at these points are the famous Soo Locks, through which must pass all the immense traffic entering and leaving Lake Superior. One lock is on the Canadian and two on the American side, and of the latter that completed in 1897 is the largest in the world, being 100 feet wide and 1,000 feet long. During the season of navigation there is scarcely a moment, day or night, when the locks are not in use and many an interesting hour can be spent watching the various kinds of boats from the magnificent passenger steamers "North West" and "North Land," and those of nearly equal splendor, the "Manitoba," "Athabasca" and "Alberta," to the immense ore ships carrying thousands of tons of iron ore from the mines of Minnesota to the



Boats Locking Down the New Locks at Sault Ste. Marie, Mich.



Blockade, Sault Ste. Marie Canal.



Ojibway Indians, Soo.

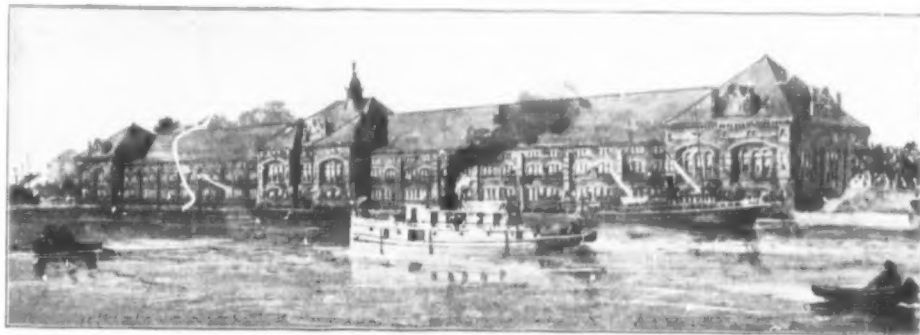


Locks at Soo.

SAULT STE. MARIE INDUSTRIALS.

AMERICAN SOO.

A CANAL TWO MILES AND A QUARTER LONG TWO HUNDRED FEET WIDE, TWENTY FIVE FEET DEEP delivers 30,000 cubic feet of water per second at the power house. The POWER HOUSE is a magnificent building built of red sandstone, is 1,340 feet long, 87 feet wide and 125 feet high, of which 106 feet is above water. It is furnished with 320 turbine wheels. 30,000 horse-power is controlled by the UNION CARBIDE CO., for the manufacture of calcium carbide. 20,000 horse-power is controlled by the AMERICAN ALKALI CO., and the remainder is available for smaller industries.



Power House, Sault Ste. Marie, Mich.

CANADIAN SOO.

THE industries at Sault Ste. Marie, Ont., are much more important than those of Sault Ste. Marie, Mich., and consist of a 20,000 horse-power CANAL, which is wholly used by the PULP AND PAPER CO., the largest ground wood pulp mill in the world, with a capacity of 150 tons of dry pulp and 75 tons of bleached sulphite pulp a day. The plants of the following industries are also located here: TAGONA WATER & LIGHT CO., for lighting and furnishing water to the city; ALGOMA IRON WORKS; ALGOMA COMMERCIAL CO., for developing the wonderful mining and timber industry of this district; THE CANADIAN ELECTRO CHEMICAL CO., for manufacturing of bleaching powder and caustic soda from common salt; the BESSEMER STEEL PLANT,



Pulp and Paper Mills, Sault Ste., Marie Ont.

capacity, 600 tons of steel rails daily.

The ALGOMA CENTRAL RAILWAY CO. has 55 miles constructed and about 300 more to be built, its final destination being Hudson Bay, tapping a virgin country, rich in timber and minerals and a veritable paradise for the fisherman and hunter. When completed it will be the shortest route from the graineries of the new world to the consumers in the old. A visit to the Soo will repay anyone. Easily reached, good hotels, daily communication with the healthful summer resorts of MACKINAC, MICHIPICOTEN, DESBARATS, SAILOR ENCAMPMENT, LAKE SUPERIOR, GEORGIAN BAY, LAKE HURON and LOWER MICHIGAN.

GEORGIAN BAY.



Georgian Bay Scene.

of the Georgian Bay are known all over the world, many people coming from Europe to see them and their picturesque beauty. The trip is an education in itself. The invigorating air makes you eat and sleep, the scenery delights your eye, the old Indian legends fill you with awe, the big lumber mills and thriving towns with their various industries surprise you, the old Indian and American historical points recall the history of your school days.

In fact the magnificent scenery that one sees up in Georgian Bay and the North Channel reminds one strongly of the Fjords and rocky headlands of the coast of Norway. Frowning boulders rise abruptly from the water's edge, high into the air, while the water at their feet is often hundreds of feet deep. The water is so clear that one has no difficulty in seeing bottom where it is from twenty to thirty feet below the surface. That is one reason why fishing in this delightful region is an especially interesting sport. The bait can easily be seen as it descends from the surface to the cool depths below, as well as the finny beauties as they swarm about the hook. It is claimed that there are 10,000 islands between Georgian Bay and the Soo, and the statement is easy to believe when one tries to count those in sight, and becomes mixed when he reaches 1,000. No one who hadn't spent a lifetime among those islands could ever find his way through them. The many towns and resorts throughout the islands and along the shores of Georgian Bay are splendidly adapted for summer tourists. The air is perfect, and fishing is excellent. Hotel accommodations are good.

WHEN contemplating a trip on the Great Lakes one should not lose sight of one of the grandest trips this immense arm of Lake Huron affords. It is estimated that there are about thirty thousand islands in Georgian Bay. In general character they resemble those of the St. Lawrence River, but of course are infinitely more numerous, and still retain their original picturesqueness. The pleasure experienced and the delights afforded by a cruise through this magnificent archipelago cannot be imagined, and the trip must be taken to be appreciated. In autumn, when the foliage is changing color the sight is particularly beautiful. The sunsets in this region seen will never be forgotten. Words fail to give the faintest idea of what they appear to the eye. As the steamer glides through the narrow channels, in and out of innumerable bays and inlets, island after island succeed each other in an unbroken continuity; islands of every conceivable shape and size; some are bare and rocky, others are clad in verdure. Here one rises in castellated pinnacles, and anon another is densely wooded, with inviting shades and cosy camping grounds, offering delightful shelter to pleasure parties. The Manitoulin Island, the largest in the group, and known to the Indians as "The Island of the Great Spirit," is also passed. The islands

TORONTO, CANADA.



Parliament Buildings.

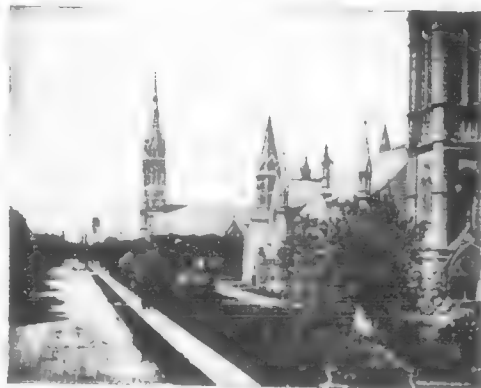
while at the western end is the "Hotel Hanlan," built by the world-renowned oarsman, Edward Hanlan.

High Park, 320 acres, is a magnificent stretch of alternate hill and dale, with beautiful trees and shrubbery. The famed Grenadier Pond is situated in this park, where boating and fishing may be indulged in. Situated at the southern end of the Queen's Park is the New Parliament Building for the Province of Ontario. The principal frontage is 435 feet. The structure took six years to complete, and cost \$1,250,000.

Horticultural Gardens.—The beautiful grounds occupied by the Gardens extend over a space of 10 acres. They were first opened to the public on the occasion of the visit of His Royal Highness, the Prince of Wales, in 1860. A tree planted by him has now reached considerable size. The pavilion cost \$200,000 and is used during the summer as a concert hall. The gardens are open to all who desire to visit them.

TRAVELERS or pleasure seekers, who, for the first time, gaze upon Toronto from the deck of any of the steamers plying on the waters of Lake Ontario, are apt to be unfavorably impressed with the view presented. At first sight nothing but bare, low lying stretches of land, meet the view, but as the boat approaches the Northern shore of the lake, and rounds the western point of the island—Toronto's natural breakwater—and enters the bay bearing the city's name, the view of the city is imposing, and its forest of spires and many factory shafts give evidence of a prosperous and numerous community. In the City of Toronto there are at present about 50,000 public and private buildings, and the population is placed at 210,000. A visit to the island will be appreciated by all. At the eastern extremity will be found the Wiman Baths, among the finest on the Continent; in the center is the Island Park and the Island Club House of the Royal Canadian Yacht Club;

PLACES OF INTEREST AND PUBLIC BUILDINGS.



Bond Street, looking north from Queen.

The drive over the Ravine by way of the New Bridge to Rosedale will give visitors a view of the finest scenery in this part of the country.

Parliament Buildings, Queen's Park.
 Lieutenant Governor's House, King Street.
 Customs House, Yonge Street.
 Exhibition Grounds.
 Provincial Lunatic Asylum, Queen Street.
 Osgoode Hall, Queen Street West.
 College Avenue, Queen and Yonge Streets.
 Queen's Park, Head of College Avenue.
 Monuments to the Heroes of Ridgeway—Sir John
 A. Macdonald and George Brown, Queen's Park.
 University Buildings, Queen's Park.
 Horticultural Gardens, Sherbourne Street.
 Normal School, Museum, Etc., Gould Street.
 St. James Cathedral, (Episcopal,) King Street.
 St. Michael's Cathedral, (R. C.,) Shuter Street.
 Metropolitan Church, (Methodist,) Queen Street.
 Baptist Church, Jarvis Street.

St. James Cemetery, Parliament Street.
 Postoffice, Adelaide Street.
 St. Lawrence Hall and Market, King Street East.
 Public Library, Church Street.
 Central Prison, Stochan Avenue.
 City Hall, Front Street.
 Knox College, Spadina Avenue.
 Trinity College, Queen Street West.
 McMaster Hall, Bloor Street.
 Grand Opera House, Adelaide Street.
 Toronto Opera House, Adelaide Street.
 Lacrosse Grounds, Rosedale.
 Academy of Music, King Street.
 Board of Trade Building, Front Street.
 Canada Life Assurance Building, King Street West.
 St. Andrews Church, King Street West.

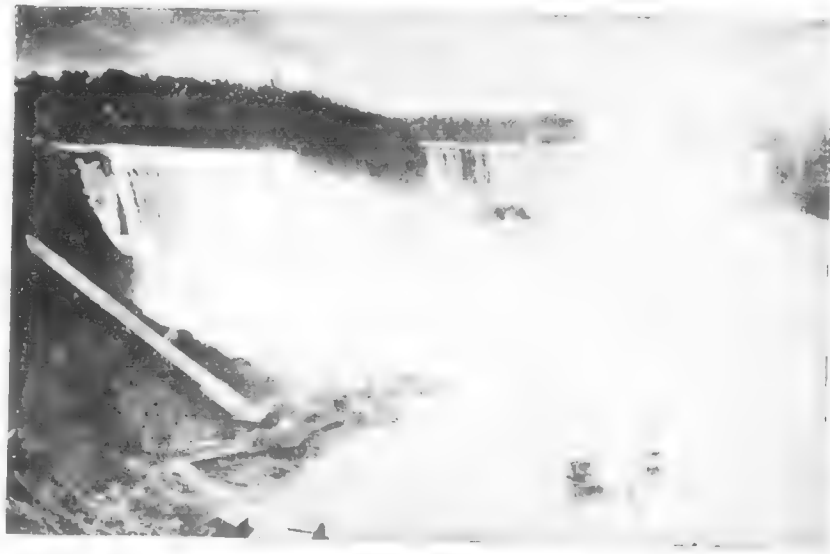
Look out for the
 Personally Conducted



Parties to Mackinac, Sault Ste. Marie, Georgian Bay, Atlantic
 Coast, 1,000 Islands, Boston, Etc.

All including a Trip to the Pan-American.

NIAGARA FALLS.



The Panorama of Niagara

Niagara are made by a sudden break in the level of this rapid river, is probably known to all who will read this book. All the waters of these huge northern inland seas run over that breach in the rocky bottom of the stream; and thence it comes that the flow is unceasing in its grandeur, and that no eye can perceive a difference in the weight, or sound, or violence of the fall, whether it be visited in the drought of autumn, amidst the storms of winter, or after the melting of the upper worlds of ice in the days of the early summer. How many cataracts does the tourist visit at which the waters fail him? But at Niagara the waters never fail. There it thunders over its ledge in a volume that never ceases, and is never diminished—as it has done from time previous to the life of man, and as it will do till tens of thousands of years shall see the rocky bed of the river worn away, back to the upper lake.

“Go down to the end of that wooden bridge, seat yourself on the rail, and there sit till all the outer world is lost to you. There is no grander spot

THE widely traveled, judicial minded and discriminating Anthony Trollope penned the deliberate opinion: “Of all the sights on this earth of ours which tourists travel to see, I am inclined to give the palm to the Falls of Niagara. In the catalogue of such sights, I intend to include all beauties of nature prepared by the Creator for the delight of His creatures. I know of no other one thing so beautiful, so glorious and so powerful. At Niagara there is that fall of waters alone. But that fall is more graceful than Giotto’s Tower, more noble than the Apollo. The peaks of the Alps are not so astounding in their solitude. The valleys of the Blue Mountains in Jamaica are less green. The finished glaze of life in Paris is less invariable, and the full tide of trade around the Bank of England is not so inexorably powerful.

“That the waters of Lake Erie have come down in their courses from the broad basins of Lake Michigan, Lake Superior and Lake Huron; that these waters fall into Lake Ontario by the short and rapid river of Niagara, and that the Falls of



THE RAPIDS

Niagara has been seen at excellent views. The hotel accommodations at Niagara are ample, excellent in quality and reasonable in price. On the American side, the Prospect House, the Kaltenbach, the Imperial, the Tower Hotel opposite the State Park, and the State Park Hotel are open the entire year; the International from May 15th to October 15th, and the Cataract from about May 1st to November 5th. The International and the Cataract look out directly upon the rapids above the American Fall, while the Kaltenbach and the Prospect are a little farther back, under the beautiful maples that are a pride of the place, but still within a few minutes' walk of the Falls. The Imperial and the State Park Hotel are on the main business street. On the Canadian side the Lafayette, at the west end of the upper suspension bridge, is open all year.

**Delightful rail and water trips
to the Pan-American
by the**



NIAGARA RIVER NAVIGATION CO'S STEAMER, RUNNING BETWEEN TORONTO AND NIAGARA



Library Building.

BUFFALO, N. Y.

POPULATION of nearly 300,000, is the third city in size in the state of New York. It is located at the mouth of Buffalo River, at the eastern end of Lake Erie and at the head of Niagara River, and possesses the largest and finest harbor on the lake. The city has a water front of about five miles, extending two and one-half miles along the shore of the lake and two and one-half miles along Niagara River. The principal manufactures of Buffalo comprise starch, soap, lumber, copper, brass, tin iron ware, etc. Natural gas is much in use, both as an illumination and in manufactories. The city is handsomely laid out, and the streets are broad and generally lined with trees, and are well paved, lighted and sewered; 103 miles are paved with asphalt and 133 miles paved with stone. It contains many fine residences with attractive grounds, and numerous handsome public squares. The city possesses a superb system of parks and pleasure grounds. It comprises three sections, situated respectively in the northern, western and eastern parts of the city, which, with the connecting boulevard, affords a drive of nearly ten miles. The beautiful Forest Lawn Cemetery adjoins the park on the south. Near the entrance stands the imposing monument erected in memory of the famous Indian chief "Red Jacket." The principal thoroughfares are Main Street, about two and one-half miles in length, Niagara Street four miles, and Delaware Avenue three miles. The six public squares are named, Niagara, Lafayette, Franklin, Johnson, Prospect and the Terrace. The prominent public buildings are the City and County Hall—magnificent granite structure fronting on Franklin Street, completed in 1880, at a cost of nearly \$1,500,000, the United States Custom House and Postoffice at the corner of Washington and Seneca Streets, the Board of Trade Building in Seneca Street; the Buffalo Library, on Lafayette Square; the State Arsenal, in Broadway; the Erie County Penitentiary, the Hospital, the State Asylum for the Insane, an edifice which cost about \$3,000,000, on Forest Avenue, adjoining the Buffalo Park.

In the light of Buffalo's past growth, who can conceive the full extent of the beneficial effect of her present resources of development receiving the aid of the greatest factor of progress which has ever fallen to this already fortunate city, and this adding the product of not a single power plant, but the product of three power plants, each one of which stands alone in its separate sphere, and without comparison with the other two will bear the proud distinction of being unequalled in the world. These three great sources of power are now and to be the result and development on the part of the Niagara Falls Power Co., the Niagara Falls Hydraulic Power and Manufacturing Co., and the Canadian Niagara Power Co. The plants of the first two named companies are located in Niagara Falls, N. Y., while the third company has the extensive right to develop power in the "Queen Victoria" Niagara Falls Free Park. At present great interest centers in the development of the Niagara Falls Power Co. and the Niagara Falls Hydraulic Power and Manufacturing Co., for both these concerns have made application for franchise rights in the streets of Buffalo for the transmission of power, and their applications are now being considered by the city.



City and County Hall.

THE THOUSAND ISLANDS.

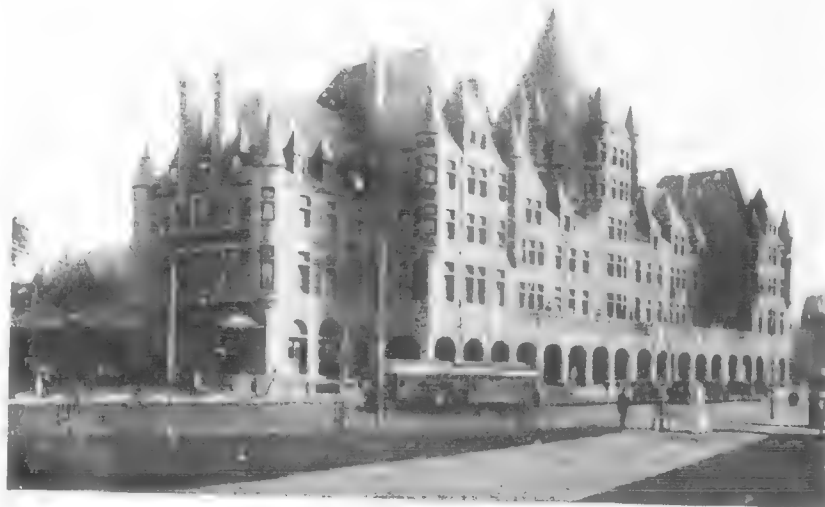


One of the 1000 Islands

THERE are few rivers and lakes but what have islands, but when it comes to 1,000 islands within a radius of fifty miles the St. Lawrence river is without a peer. Tourists from every part of the globe have viewed these wonderful arts of nature and a summer outing planned which does not include this marvelous trip is indeed an oversight. Embarking on one of the Richelieu and Ontario Navigation Company steamers at either Kingston on the Canadian, or Cape Vincent on the American side of the river, the traveler is at once ushered into coveted sight of wonderland. First is Wolfe, then Howe and Carleton Islands; further on is the city of Clayton, N. Y., the first stopping place. Opposite Clayton is Round Island, on which is a fine hotel and numerous unique cottages. A little further on is Thousand Island Park, nicknamed by frequenters as Methodist Park. It is one, if not the most attractive of the entire group, made so by these energetic church workers who make this their summer home, and among the inhabitants are some of the most noted devines of Methodism. While speeding on the traveler wonders why the heavenly feeling so long remains in him; but the question is soon answered when he is made aware that but three miles away on the mainland is Central Park, a Roman Catholic settle-

ment in a most picturesque spot. Then in quick succession comes Island Royal, Seven Isles, Warren and Cherry Islands and so many others bobbing up to view that the traveler in justice to his boyhood days, goes back in his thoughts to the times he had on Halloween nights ducking for apples in water in the family wash-tub. Alexandria Bay is soon reached and here is located the largest hotel enroute and where the majority of travelers to the islands congregate for a stay at one of the most delightful resorts known to summer travel. More and more islands, then comes Brockville, a beautiful city of about 10,000 people and the southern terminal of the Canadian Pacific Ry. branch from Ottawa. Twelve miles further on is Prescott, which is another branch of the Canadian Pacific Railway from Ottawa. It is a city of about 6,000 people and is where the Battle of the Windmill was fought in 1837. Here, also is the tomb of Barbara Heck, the founder of Methodism in America. A ferry connects Prescott with Ogdensburg on the opposite shore forming a popular link for travelers to Northern New York, New Hampshire and Vermont points. The river now becomes more swift, passing the Gallops, the first of the rapids, then the Rapids de Plattsburgh so exhilarating shoots are simply an introduction of what is to follow. Morristown and Obelisk are passed and then follows Long Sault Rapids, which are the first of the Greater Rapids. Following these is the busy manufacturing city of Cornwall. Then passing on to Queen's Landing, Ontario, and the Rapids de la Rivière, Split Rock Rapids are reached, and this is where the tourist takes a good hold of his chair or anything else in the way of a brace, for the sport is so exciting that the novice wonders if "the trolley is off," but there need be no fear of danger, because the pilot knows every foot of this wonderful river as well as a duck knows water. After running the Cascades and through Lake St. Louis the steamer reaches the famous Machine Rapids, passing under the sturdy steel bridge of the Canadian Pacific Railway, the exciting trip of the delighted traveler is soon at an end for the metropolitan city of Montreal is near by.

MONTREAL.



Place Viger Hotel, Montreal Que.

sombre-looking convents and nunneries and grand cathedrals which rival those of the Old World in their magnificence and splendor.

Montreal is interesting historically for here then the Hash Leg of the Indian Jacques Cartier, came in 1535, and Champlain chose the site of a city eighty-one years later. Here Maisonneuve fought hand-to-hand encounters with the red man; here were the headquarters of French trading and exploration through the trackless West; and here dwelt those fearless adventurers of the early days, La Salle, Du L'hut, Cadillac and Bienville, and others whose names are written on the pages of American history. Here Indian and French and British and American struggled for mastery, and in

THE commercial metropolis of Canada, with a population of over 350,000, is picturesquely situated on an island in the St. Lawrence—an ocean port although 600 miles from the sea by the river's course. It is one of the handsomest and most interesting cities on the continent—a city of trees and parks and pleasant drives, wherein lie all the attractions of a summer resort, its mountain park on the summit of Mount Royal being, perhaps, the most unique public pleasure ground in the world. Few places, indeed, are there in America to which a visit gives as many delightful experiences, its summer temperature making it one of the few larger cities where people can live in comfort during the warmer months, the heat being not enervating as in more southern latitudes. In many ways the most striking features of old and new-world cities are here combined, and no where else in America, except in Quebec, will be seen the marked contrasts which Montreal presents. Mingled with the luxury and culture of the Nineteenth Century is the picturesque quaintness of a vanished age. The costly public buildings, massive business blocks, and handsome private residences, evidencing the concentration of great wealth, rise side by side with quaint old grey churches and



Dominion Square, Montreal

the most interesting ancient historical building in Canada, in which are collected many historical relics and rare paintings; Nelson's Monument, behind which formerly stood the town pillory; the Bonsecours Market, where a glimpse is given of primitive habitant life of especial interest on market days, Tuesdays and Fridays; St. Helen's Island; the Y. M. C. A. Building on Dominion Square; the various open public squares, monuments, etc.

The Windsor Street Station, through which Soo Line passengers pass, is an imposing structure which ranks among the handsomest buildings in the city—rare combinations of elegance, comfort and architectural beauty. The station is a massive stone building somewhat resembling, in its frontage on two streets, the keep of a Norman castle.

The interior, with its public arches and massive polished granite columns and its grand waiting and dining rooms, etc., does not fail to share in the prominence of this grand and modern passenger terminal.

1775 General Montgomery and the Colonial forces occupied the town for a short period.

The city's churches have a peculiar attraction to strangers, and are open to visitors during the day time. The immense French Church of Notre Dame, which holds twenty thousand people, is a magnificent edifice whose *le gros bourdon* is one of the five largest bells in the world and its chapel in rear one of the most beautiful places of worship; in St. James Cathedral, on Dominion Square, one sees a reproduction of St. Peter's at Rome on a reduced scale, and the quaint old church of Our Lady of Bonsecours, dating from 1658, presents a fine type of the *habitant's* place of worship. There are many other edifices of scarcely less interest like Notre Dame de Pitie and the primitive church of Notre Dame des Victoires. In educational matters Montreal takes a leading place. With McGill, Laval and nearly a hundred colleges, schools, seminaries and convents, there are public art galleries and museums. There are many other points of interest around and about the city—the Champ de Mars, with memories of French, British and American armies of occupation; the Place de'Armes, with its picturesque monument of Maisonneuve, the Chateau de Ramezay, the residence of the Governors of old Canada and of Benjamin Franklin while living here, and perhaps

ST. JOHN, NEW BRUNSWICK.



Harbor Front, St. John, N. B.

fire of 1877 has been rebuilt with structures of the most substantial kind, and many of them are handsome specimens of architecture. The city is well laid out with wide and well-kept streets and asphalt sidewalks. The hotel accommodations are excellent, while the city and suburbs have much to invite the attention of the tourist. The harbor itself with its great rise and fall of tide, its picturesque beacon, its fishing crews, its ever-changing panorama of steam and sail, and at its mouth Partridge Island—which Whittier called "The Isle of the Pheasant"—on which blew the first steam fog whistle ever sounded in the world, is more than ordinarily interesting. The drives are numerous and afford many beautiful views of the Bay of Fundy and the surrounding country. Half a day spent in such a drive as will include Mount Pleasant and Lily Lake Park, Fort Howe, the Falls, the Manawagonish Road and along the Bay Shore, returning by way of Carleton, will well repay the visitor. Other drives are out the Marsh to Loch Lomond, to the Kennebecasis, etc. There is excellent sea bathing at the Bay Shore, where good facilities for bathing are afforded. There are streams and lakes within easy reach of St. John which afford sport for the angler and without over-exertion on his part. While the citizens feel a pride in their harbor as safe, capacious, easy of access and free from ice in the coldest seasons, they are equally proud of their summer climate, which they claim to be all that the tourist can desire. The heat is never extreme, the mercury rarely climbing into the eighties, and the nights are refreshingly cool, while the salt laden sea breezes have a tonic effect which is as surprising as it is agreeable to those who come from less favored climates. The languid sufferer from summer heat finds on his arrival that the appetite is restored and that restful slumber in the coolness of the night is enjoyed. From St. John one may go by rail or steamer to all points in the Maritime Provinces.

THE City of St. John is an ideal summering place—a pleasure house of delightful surprises to the visitor—with pleasant environments that have rare attractions. The city is one of the great commercial ports of Canada, and is every year growing in importance by reason of its increasing relations to other places as a port of shipment. During the last few years its shipping facilities have been enlarged to a great extent to accommodate the several lines of Atlantic steamers which have made this their winter port, and the Canadian Pacific Railway has done a large business in forwarding through freight for shipment by their lines. Apart from this feature of its trade, St. John has various manufacturing interests, and is abreast of the times in all that relates to industry and enterprise. The large district swept by the

St. John, N. B.

This is a city of 50,000 people, with a history dating back to the 17th century; arrangements have been made for a drive around the city, visiting the graceful suspension bridge and falls, which are great attractions. Here we see the novelty without duplicate, the Reversible Falls, as it has happily been called, a phenomenon for which the "Fundy" tides are responsible. Novel indeed, it is to behold a vast torrent of water flowing through a narrow, rocky passage toward the sea; a half hour later a placid stream upon which laden vessels come and go; yet another half hour the same turbulent waters again, but rushing in the opposite direction. This is a wonderfully fascinating tidal freak. From the banks of the river on the Carleton side near the bridge and 150 feet or more in the air, is obtained a striking and effective view of the city.

RIVER ST. JOHN.

This beautiful river, which has been called the "Rhine of America," affords the tourist a very picturesque trip. In the year 1630, Charles La Tour built a large timber camp at the mouth of the river, and called it a fort. The sympathy of the civilized world is due to Charles, not only because he had an ungrateful father who used to bombard his forts, but because his fame is overshadowed by that of his warlike wife, who, in 1654, when Charles was away on a trip to Boston,

defended the fort against the cruel and corpulent Charnisay, which will ever rank as one of the grandest exploits in the annals of feminine heroism.

FREDERICTON, N. B.

Among the points of interest to be seen is the house of Benedict Arnold, the famous reversible patriot and prototype of the political contortionist of the present time. A hasty visit will be paid to the legislative library, which contains among its

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Falls of the Scoodewapscouksis near Fredericton, N. B.

14,000 volumes many rare and valuable works, among which might be mentioned Audubon's book of birds, the original. It at one time belonged to King Louis Philippe, of France, also a copy of the old Domesday book

THE LAND OF EVANGELINE.

You have heard of that story of "the beauty and strength of a woman's devotion," you have read of Evangeline's land, where reigned peace, joy and contentment; of the sweet, gentle heroine whose affection was that which "hopes and endures and is patient," of the peaceful homes and vast wondrous meadows so sadly vacated by their owners, and in this day dream of the far past, perchance had come imaginary glimpses of the Grand Pre of later years, when English hands had covered the lands with forests of fruit trees, sweet scented and lovely; passing through the historical towns of Annapolis, Paradise, Kentville, Wolfville, Grand Pre, Windsor, reaching the citadel by the sea, Halifax.

HALIFAX.

Halifax is a city which everyone should see and which every visitor must enjoy. With its attractions as a busy seaport, military and naval station, a city with beautiful suburbs and surroundings, it has moreover a climate which will be a revelation to the visitor who seek to refresh himself amid summer breezes which are nature's best tonic to the human system. Arrangements have been made for a carriage drive around the city, taking in the following points of interest

Citadel, Dingle, Dry Dock, Dutch Church, Green Market; dock yards, and many other interesting and historical points

LOUISBOURG.

Leave Sydney 8:55 a. m. arrive Louisbourg, 10 a. m., where the desolate fortifications of today will be visited. The order for the

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Sport in the Provinces.

demolition of the fortress in 1766 was all too faithfully carried out and the stones have from time to time been given a place in the foundations and chimneys or hearthings all along the coast of New England and the provinces. This was the last of the world, once one of the strongest fortifications of the world, is now a grassy garden. Not one stone is left upon another. Once it was built with walls of stone which reached a height of 20 miles 30 feet high, and at its thickness of 30 feet at the base. For nearly two centuries, the French had labored to build and had expended upwards of six million dollars in completing its defenses. It was the pride of America. It stood for a century. The achievement of the capture of Fort Mifflin by the New England forces under command by Warren has been a major factor in the erection of a monument to the Spirit of Colonial Wars, an extraordinary monument to the times. Gifted to the veterans of the war, and with powerful batteries, and a fine view of the harbor with most notable products of the French explosives for 148 years ago, the case was 30 feet broad in the center and 100 feet high, and 300 feet long. The monument is a fine example of the French style of architecture, and the site is a fine example of the French style of architecture. The monument is a fine example of the French style of architecture.

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HALIFAX, THE CITY OF THE SEA.



outlining suburbs were built. Year by year the city extended, sometimes rapidly, sometimes slowly and cautiously, as though half fearful of its own temerity, and uncertain of the result. As time rolled on the dangers which beset the path of the earlier settlers were removed and more rapid progress was made, until today Halifax is a thriving and picturesque city of some 45,000 inhabitants—the commercial and political capital of a prosperous and wealthy province. Its fleets scour the waters of the Atlantic from the Bay of Fundy to Labrador, and the white sails of its traders dot the harbors of the globe. Rich in natural products and manufactures; possessed of one of the finest roadsteads in the world, in which a thousand of the largest vessels afloat could ride in safety, the winter port of the Dominion, nearer to the Old Country than any seaport of consequence in America, and having railroad communication with the whole continent, its brilliant future is assured. There is much in Halifax to interest and attract. To its commercial advantages and natural beauties its importance as a military and naval station adds a prestige which it might not otherwise enjoy. From the summit of Fort George, better known as Citadel Hill, a superb view of the city, the harbor and the surrounding country may be obtained. The older portion of the town lies between it and the water, and the straight, cross streets lead the eye down to the harbor, where vessels bearing the flags of all

IT is with a sense of awe that we begin our tour of this beautiful city, so replete with thrilling historic interest. The Halifax of today presents a far different aspect from that seen by Governor Cornwallis as he sailed up Chebucto Bay that beautiful June morning nearly a century and a half ago. Then a dense and unbroken forest stretched away from the water's edge back as far as the eye could reach, while lurking savages, concealed in the thicket, breathed fearful menace against the hardy voyagers who had dared to invade their domain. Amid difficulties and dangers the settlement was begun. Arduous though the task, the forest was felled, dwellings were created, and soon all was life and animation where so short a time before had been silent and solitude. Confined at first within a space bounded by Barrington, Salter, and Buckingham Streets, the town soon reached out and climbed the hill to the base of the Citadel. Then as though becoming emboldened and conscious of increasing strength and security, it crept first north and then south. Afterwards



*View of Bonne Bay, N. F.
Woody Point, Bonne Bay, N. F.*



*Neddy Harbor, Bonne Bay, N. I.
Bay of Islands, N. F.*



nations are at anchor. On a clear sunny morning the scene is one of the prettiest sights imaginable. To the north, shimmering in the summer sun, and speckled with the white wings of pleasure boats, lie the bright waters of Bedford Basin, into which the harbor opens out after passing through the Narrows. To the east are the low hills on the Dartmouth side, and George's Island, green and well-kept, looking as though dropped in mid-harbor by some giant in his play. Beyond are the massive buildings known as Mount Hope Insane Asylum, with Fort Clarence, grim and stern, a little below. Near the mouth of the harbor is McNabb's Island, the city's picnic grounds, with its beautiful groves and walks, its fort and rifle range; while on Manger's Beach, "jutting out nose-like from the island," stands an antiquated Martello tower, turned in old age from the warlike uses of its youth, and peacefully holding aloft a bright beacon to warn the sailors off the reef below. Beyond this again is a wide sweep of sea-flecked ocean, with perhaps the smoke of a passing steamer dimly visible on the horizon. Below and around are the buildings of the town, with here and there a spire rising from among green foliage. Halifax, however is seen to best advantage from the water. A former writer thus refers to it: "Step into a small row-boat, such as lie for hire by the score at the various public wharves, and push out on a summer evening when the sun is setting behind the Admiral's house, and the moon waxes over the Dartmouth hills for her turn. On every glassy ripple glimmers a mimic sun, the terraced city is bathed *en couleur de rose*, the grass in her Majesty's dockyard, and the big tree near which his worship the Mayor stands to welcome royalty, take on a gem-like green- as though illumined and transformed by Aladdin's lamp. The windows of Mount Hope Insane Asylum are sheeted with fire, that slowly dies as the sun sinks lower; soon only the tall flag-staff on the Citadel, with its many streamers telling of ships coming home, wreathes itself aloft in the dying sunset. Myriads of pleasure boats thread their way in and out on the water-alleys among the ships at anchor. Her Majesty's flag-ship and its consorts lie motionless as forts amid animated scenes." Besides its historic importance as the capital of the great Maritime Province of Nova Scotia, Halifax has a special importance as the only garrison town now in Canada, and as the chief naval station of Britain in the New World. In this latter respect it seems to form the one distinctive and inseparable link of connection between the colony and the mother land. In its origin, not only is the link with Britain close and intimate, but, in what may be termed its medieval era, the link is strengthened by the fact that it was once the residence of Her Majesty's father, the Duke of Kent while commanding the forces of Britain on the North Atlantic Station. The distinctive feature of the city is its military and naval character. Here, on a summer day, may be seen throngs of "jolly tars," or, in the popular phrase, "blue jackets," parading the streets, a company of red-coated soldiers marching with measured tread from some one of the many military stations to another. In the beautiful harbor, riding secure from dangers of wind or wave, are vessels of all nations; the peaceful trader from remotest clime, the hardy fisherman, and the mighty warships of old England. Guarded by forts and battlements on shore, and by a noble fleet on sea, Halifax basks contentedly in the genial warmth of her summer sun, and invites her American cousin and infant Canadian sister to come and note her war-like security, to be enlivened by her sports and pastimes, and enraptured by the sights she can show them. Here is the land; there the sea. Would you walk, drive, hunt or shoot? Would you row, sail, bathe or fish? Each and all are open to you.

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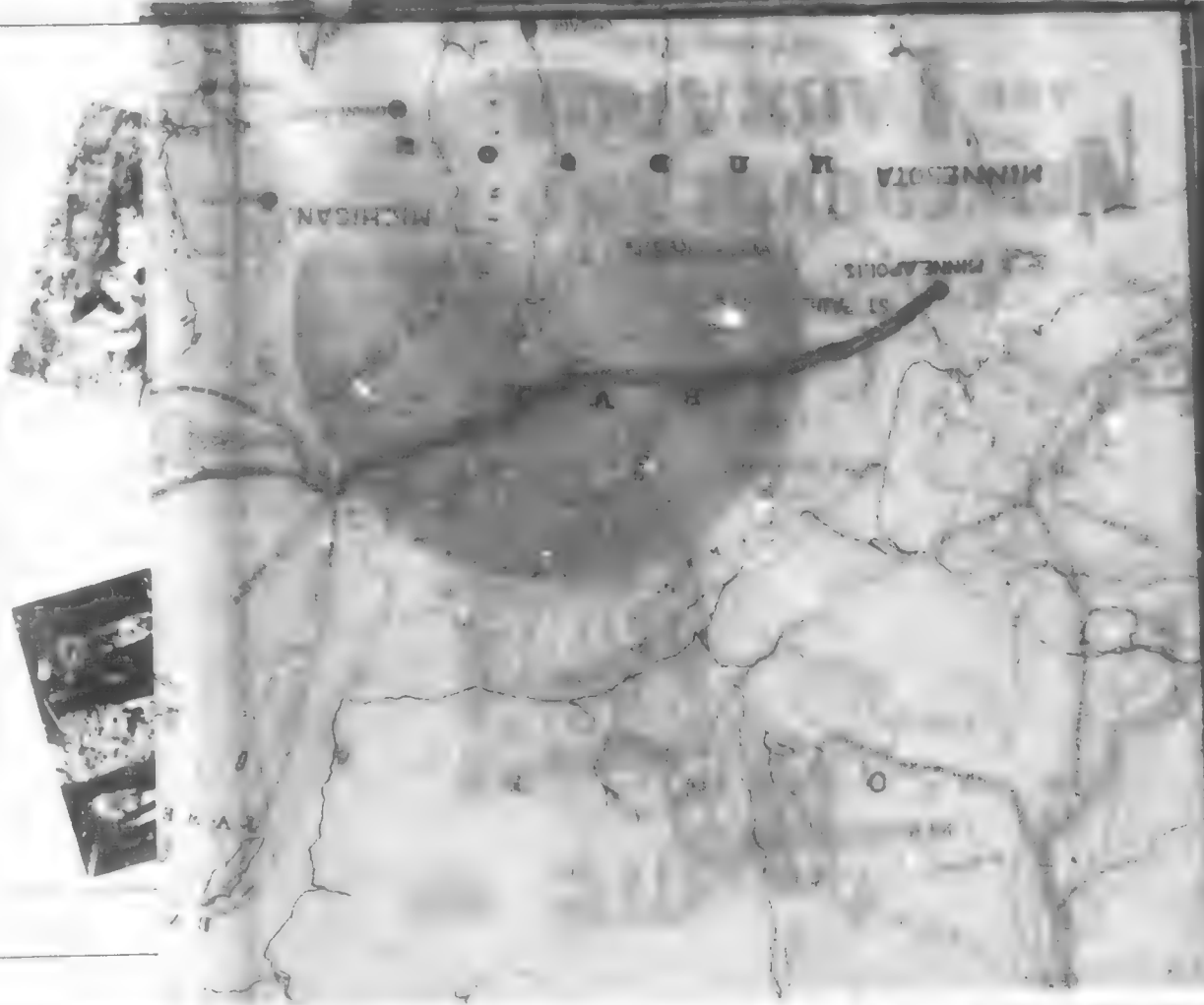
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Newfoundland.

For 400 years, until July 27th, 1808, the people of Newfoundland were isolated from the rest of the world (it was only on the completion of the Newfoundland Ry. that they were able to get in touch with the New West). The inhabitants of Newfoundland, through all of these dreary centuries, were not even given the boon of an alternative, and their sole and inevitable fate was to dwell on the rock, to endure and to follow the treacherous main. Here, generation after generation has existed, confronting the pitiless rigors of the climate and the terrors of the sea. To endure and survive these extreme hardships and perils, implied even that mere rude subsistence. It was from this hard discipline of privation and self-sacrifice that heroic qualities were evolved. If those whose lives have been cast amidst the storms of adversity, and who, from a far, coming to this peaceful land, have new and valuable ideas to impart, or have the opportunity for gain. To rest for a time from life's warlike amidst these tranquil scenes, is to gain new health and nobler aspirations. It is to realize the true import of life. The history of the Island of Newfoundland presents many points of great interest, and contrasts with the history of the birth of England and America in the sixteenth century.

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years after the discovery of America by Columbus. In 1497, John Cabot, the discoverer of North America, found these shores on his first voyage to America, and early known the existence of this great land. Fifty-two years afterwards, England took formal possession, which was then acknowledged by the world, and here Sir Humphrey Gilbert first hoisted the flag of England in the New World, and planted the first English colony.



Green Bay, N. F.

GEOGRAPHICAL OUTLINE.

The geographical position of the island is unique and singularly important and commanding. Anchored at no great distance off the North American continent and stretching right across the entrance of the Gulf of St. Lawrence, to which it affords access at both its northern and southern extremities, it might be regarded as a place of attack and defense, for the power that holds it possesses the key of the St. Lawrence. Its southwestern extremity is within 60 miles of Cape Breton, while its most eastern projection, Cape Spear, is but 1040 miles from Ireland. Thus it forms, as it were, a stopping stone between the old world and the new. In regard to size, it counts tenth among the islands of the globe. Its greatest width is 210 miles, and its greatest length about the same.

MOUNTAIN AND HILL RANGE.

The most important range of mountains is Long Range, about 200 miles; the Cape Anguille Range and the Blomonds. Over the interior are distributed a number of isolated sharply peaked summits, and bear the local name of "Felts," the most conspicuous rising to a height of 2,000 feet.

CLIMATE.

Erroneous ideas regarding the climate are quite as prevalent as the delusions in reference to the soil and its natural products. The bulk of outsiders still fancy that the island is enveloped in almost perpetual fogs in summer and given over to intense cold and a succession of snow

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Caribou Swimming Howly Lake, N. F.

storms in winter. It is true that it partakes of the general character of the North American climate, and is therefore much colder than lands in the same latitude in the Old World, but in the American sense of the term, it is by no means a cold country. Winter sets in as a rule in the beginning of December, and lasts until the middle of April. During this time, a snow mantle of greater or less depth usually covers the ground. Being insular, the climate is variable and subject to sudden changes. The intense summer heats of

the United States and Canada, and the fierce colds of their winters are alike unknown. It is but rarely, and then only for a few hours, that the thermometer sinks below zero in winter and but occasionally that 80 degrees are reached. That the climate is salubrious is evidenced by the robust, healthy appearance of the people, and the great age to which numbers of them live. The arctic current washing the eastern shores shortens the summer. Fogs are confined to the great banks and to the south and southeast shores.

SCENERY.

Until somewhat recently the prevalent idea was that the interior of the island was little better than the "Great Dismal Swamp," full of bogs, repulsive rocks, barren wastes, with here and there a few patches covered with a stunted forest growth. Fifty years ago, such was the picture of the island as it presented itself to the mind of outsiders. Now that the island has been opened up, it is found that it contains large areas of fertile land, great forest growths along its valleys, noble mountain and hill ranges, and some of the most beautiful and enchanting scenery in all this beautiful world. The railway is built through the best of the island, passing by the best sporting and fishing grounds, and at different points connections can be made with steamers plying on the various fiords, where some of the grandest scenery is to be found. These bays stretching inland from 50 to 90 miles, exhibit a wonderful variety of views along the great arms which project in all directions, and are the paradise of artists. Along their shores, the lofty cliffs are reflected

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in the clear bright waters, and countless islands, sometimes of extraordinary beauty, stud their bosoms. They bear a striking resemblance to the fiords of Norway, and their scenery is often not less magnificent. Newfoundland, like Norway, has a short but beautiful summer, bright skies, exhilarating atmosphere, a quaint people abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, worthy of the study of inquiring travelers. Both countries are pierced by great watery ravines presenting scenes of rare beauty. Norway was once as little known as Newfoundland, and its beauties as little appreciated.

As a sanitarium or health resort, Newfoundland is likely to take a high place. There is something peculiarly balmy, soothing and yet invigorating in the summer breezes.

Prof. Bickmore, of the Museum of Natural History, New York, after a tour in Newfoundland, wrote: "In regard to the beauty and grandeur of scenery, health-giving climate and general attractiveness for those whose energies have been lowered by city life, and who seek to recuperate, few countries could surpass Newfoundland."

Prof. Hyatt, of Boston, one of the most eminent scientific men of the United States, spent a summer on the west coast; and he writes as follows: "The weather favored us while in Newfoundland. We were not detained by fogs and very few adverse winds. The scenery was superb, and has made all other countries we have passed through since, seem tame and unpicturesque. I never expect to get so much pleasure

combined with intellectual profit out of any future trip. Both an Port is a paradise for the artist as well as for the geologist, and the same may be said of Baffin Bay and the other islands. The climate, vegetation and bay or harbors make the trip along it a part of the route a series of delightful surprises."

FISHERIES.

The fisheries of Newfoundland contribute the staple industries of the country and will amount to about \$7,000,000 annually. The cold water seas are essential to the life of the commercial food fishes. In the tropical seas, or even the warm water of the Gulf stream, they could not exist any more than the arctic hare could thrive in the torrid zone. The cold current which washes the coast of Labrador, Newfoundland, Canada and part of the United States, chilling the atmosphere, and bearing on its bosom huge icebergs, is the source of the vast fish wealth which has been drawn on for ages, and which promises to continue for ages to come. This cold current also brings with it the food on which these fish thrive, and which can never be exhausted. The ice-laden current from Baffin's Bay brings with it those forms of marine life from the diatom to the minute crustacean, to the crab and prawn, together with the molluscan animals and star fish in profusion. The "silence food," as it is called, sustains the minute crustaceans, and these in turn, furnish food for the herring, which are abundant on the shores, in the bays, and especially on the Great Banks.

COD.

The most important fishery is that of the cod. The product of this fishery is about three-fourths of the whole products of the colony. It is the largest cod fishery in the world. The cod are taken on the shores of the island, on the Great Banks, and on the coast of Labrador. The demand for codfish is not likely to fall off. Catholic countries alone, in connection with the season of Lent, and on the weekly fast on Friday, spend annually more than \$3,000,000 in the purchase of

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A 3-Year-Old, N. F.

Newfoundland codfish. Every portion of the cod fish is now turned to economic account. The liver yields oil having valuable medicinal properties. The finest glue is made from the skin of the cod fish, and from the bones and head, a valuable fertilizer is produced.

SEAL.

Next to the cod fishery, the most valuable is that of the seal. While the cod fishery has been prosecuted for 400 years, the seal is not more than 100 years old. It was not until the beginning of the nineteenth century that the seal hunters began to force their way through the crystal ramparts by which nature had so long protected these helpless innocents. In fact, the value of the seal for human uses, and the right way of capturing it in these regions, were slowly learned. At first, the seals were taken in nets, which were placed between the shore and some island or rock at no great distance. In their migratory movements in the early part of the winter, the seals move south along the shore, and by the nets set in these narrow passages, a certain number were captured. The next step was shooting the old seals from large boats amid the ice floes. The next step was taken by fitting out small schooners carrying from 12 to 18 men. The new industry was found to be so remunerative that it spread rapidly, till some 400 vessels, carrying 13,000 men were engaged in it, and the annual catch sometimes exceeded half a million seals.

On the floating fields of arctic ice, borne on the bosom of the arctic current, the seals bring forth their young about Feb. 25th. In four or five

weeks, these white curls, as the young are called, are in the water, on their first being taken, as heavy fat then yields the most oil.

LOBSTER.

The lobster fishery is of comparatively recent origin and dates from 1873. It has received rapid expansion generally during the last ten years. It now employs about 5,000 persons, and the value of the export of lobsters is at present about \$700,000 per annum. The number of lobster ova hatched by means of floating incubators at the different factories is between 400 and 500 million annually. The floating incubators are inexpensive and easily worked. The plan of collecting ova from the various factories and protecting same, has been of great value to Newfoundland, as well as to all lobster producing countries.

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Channel Light House, St. John, N. F.

HERRING.

The chief seat of the herring fishery is Fortune Bay, Placentia, St. George and Bay of Islands: while on the coast of Labrador, the finest herring are taken.

SALMON.

The export is comparatively small, but the quality cannot be surpassed.

MINERALS.

The discovery of copper ore was made in 1857. Since that date, mining has gradually expanded year after year. One discovery followed another, until mining has now become one of the most important industries in the colony. Iron ore of a very superior quality has been discovered in large quantities, and coal mines have been opened, so that it is not unreasonable to believe that Newfoundland will become one of the great mining centres of the world.

ASBESTOS.

The next most important mineral found in the island is asbestos. Scientific men years ago predicted that asbestos would be found. Their opinions were based on the fact that the metamorphic rocks and serpentines of the eastern townships, and the Gaspé Peninsula, in which the Canadian asbestos is found, dip under the Gulf of St. Lawrence and appear on the west coast of Newfoundland, extend many miles inland, and probably across the island.

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COAL.

Prof. I. B. Jukes, a distinguished geologist, visited Newfoundland and discovered the existence of a coal area of considerable extent in the region around St. George's Bay. Near Crabbs Brook he found a fine seam of excellent cannel coal. He calculated that the coal field was about 25 miles wide by 10 miles in length. It is estimated that there are about 26 million tons of coal in this deposit.

IRON ORE.

It was not until 1805 that the first discovery of iron ore was made in Belle Island, Conception Bay, 12 miles from St. John's. This proved to be one of the most remarkable and also one of the most valuable mines in the world. The ore lies in a horizontal bed five feet below the surface. The length of the iron deposit is three miles, and the breadth, between a quarter and half a mile. It is estimated that the deposit contains about 40 million tons. There is no need of shafts. Pick-axes, crow-bars, wedges and a few charges of dynamite are sufficient to work the mine. The ore is brown hematite containing 55 per cent of iron. Mixed with other ores it makes the finest steel.

PETROLEUM.

On the west coast near Cow Head, there is an extensive tract of country in which it was reported many years ago that oil had been seen floating on the surface of lakes and marshes. The quantity is reported to be large and the quality to be excellent.

GOLD AND SILVER.

Forty miles south of St. John's, gold-bearing quartz was discovered, assaying \$60.00 to the ton, and from the character of the formations in many districts, the rock is pronounced to be the equivalent of the gold-bearing formations of Nova Scotia. The shores of Placentia Bay are highly metalliferous, and here a mine known as "Silver Cliff Mine," presents very promising appearances.

GAME.

Newfoundland presents to the lovers of sport, attractions such as few other countries possess. Its countless lakes and lakesides abound in trout of the finest description, and these are also the abode of the wild goose, wild duck, and other fresh water fowl, willow grouse or ptarmigan, the curlew, the plover and snipe. Above all, the noble caribou or deer, in vast herds, traverse the island in their periodic migrations and furnish the highest prizes for the sportsman. Finer salmon streams than those of the island are could not be found elsewhere. The caribou, or reindeer, are finer than those of Norway or Lapland, being much larger and carrying much finer horns. Big stags have often been shot weighing from 500 to 600 pounds. The antlers of the stag are palmated, sweeping backward and of magnificent proportions, the brow antlers in some, meeting over the nose.

AGRICULTURAL CAPABILITIES.

The fertile lands lie in belts along the valleys through which the principal rivers run, and is

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**See Special
Circular.**

computed to be five million acres. At Port-au-Port, petroleum has recently been discovered and asbestos in many localities. It is the carboniferous section of the country and the rocks of this formation always underlie good soil. The peninsula of Port-au-Port gives indications of mineral deposits of a most promising character. Lead, copper, asbestos chrome iron. Fifty miles north of St. George's, the Bay of Islands opens, famous for its magnificent scenery. In its lands, timber and mineral wealth, it is second only to St. George's Bay.



Exploite Bay, N. F.

The 210,000 at present constitute the population of Newfoundland, are come of a good stock, or they are derived exclusively from the Saxon, and the Celtic races.

THE ABORIGINALS.

The inhabitants of the island on its discovery by Cabot in 1497, called themselves Beothiks. This was their tribal name. There are strong reasons for believing that they were a branch of the wide-spread and war-like Algonkins, who once occupied nearly the whole of Canada and a large portion of the United States. When first made

**The Selection
of
attractive routes
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Pan-American
will be a**

**specialty.**

Notre Dame Channel, N. t.

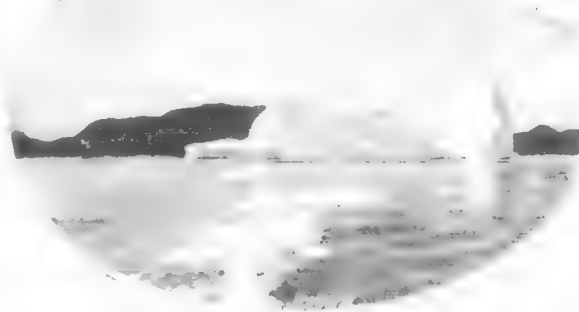
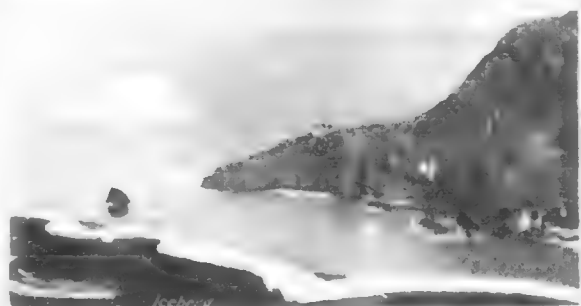
and Conception Bay. The dark perpendicular wall with numerous indentations runs up to Cape St. Francis. A fine sweep of country, dotted with numerous glittering lakelets and fern houses and fringed with sombre groves of fir, stretches away to the northwest. The great chasm which forms the entrance to the harbor is seen below, guarded by precipitous rock-masses. The remains of the batteries which once commanded the narrow entrance are visible on their rocky platform.



Caribou Hunting, N. F.

Start for Labrador on the good ship "Glencoe," on a trip of 950 miles, the steamer making 20 stops each way, so no complaint can be made of lack of variety. All harbors presenting some distinctive features. The presence of the Indians from the interior and the Eskimos from the north, will prove subjects of interest.

*The
Conductor
will do
all
the thinking
for the
Party.
No Worry.
No Hurry.*



Newfoundland Scenery.



Bay of St. Johns, Newfoundland.

Labrador.

The first European authentically known to have visited the eastern shore of America, was Gunn, the Norseman, who in 1000, sailed southward from Greenland and skirted the shores of Labrador and Newfoundland, proceeding southward until he was overtaken by a storm.

In the 15th century, Eric, the son of Erik the Red, landed in Labrador, which, from his desolate and almost uninhabited island, he called "Strong Land."

In 1504, the town of Brest was established, started by the French on Bradore Bay near the straits of Bellefleur. In 1600, Brest contained 200 houses and a population of about 1,000.

A Portuguese map of 1520 has the name "Lavrador" applied to Greenland, and the unexplored coast of Labrador and Newfoundland were called Bucalhaos or "codfish" in the Basque tongue.

In 1600, Henry Hudson, master of the Dutch straits and water company, sailed from the Bay of Fundy, and explored the coast of Labrador and Newfoundland, and was the first to discover the straits of Bellefleur.

The settlement of the straits of Bellefleur, then called Jean de la Roche, was made by Hudson in 1600. The year 1600, Labrador was made a possession of the Dutch, and the Dutch made treaties and alliances with the Indians.

The



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St. Paul,

Minneapolis,

and

North Pacific,

June 10,

1901.



Granfers Cove, Labrador.

In 1773, the coast of Labrador was restored to the jurisdiction of the governor of Canada on account of the disputes between Newfoundland and the Labrador Company.

From 1773 to 1876 the jurisdiction of the then unexplored region known as Labrador, was under the jurisdiction of the governor of Canada, but in the latter year the extent of jurisdiction was defined in letters patent, constituting the office of governor of the island of Newfoundland and all the coast of Labrador from the entrance of Hudson Straits to a line to be drawn due north

from the straits of Bellefleur, and all islands adjacent to the coast of Labrador.

The straits of Bellefleur, the Promontory extends northward to the Straits of Belle

Isle to Cape Chidley, a distance of 700 miles from the Straits of Belle Isle. The northern boundary from Cape Chidley to Cape Wolslenholme, at the entrance of Hudson Bay, in a straight line, is nearly 500 miles and runs about west northwest, forming the southern shore of Hudson Strait.

A line drawn from Cape Wolslenholme to the bottom of James Bay, runs nearly north and south for 800 miles. The southern boundary is arbitrary, but has been taken as a straight line, extending in a line nearly east from the south end of James Bay to the Gulf of St. Lawrence, near Seven Islands. This line is nearly 600 miles long and passes close to the south end of Lake Mistassini.

The total area embraced within these boundaries is approximately 1,200,000 square miles, which



Settlers at Rigoulette, Labrador.



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Group at Granfers Cove, Labrador.

previous to the present explorations, 280,000 square miles were practically unknown; there still remains about 120,000 square miles of the north west part of the peninsula totally unknown, except to the wandering bands of Eskimo who occasionally penetrate inland from the coast.

Those who enjoy the grander and sterner aspects of nature will here have an opportunity of gratifying their tastes. There are no scenes of softened beauty in Labrador, but there is a grandeur of massive perpendicular cliffs, sometimes sculptured into shapes of stern beauty or torn and jagged by the fierce frosts and tempests of winter and the ever-gnawing tooth of time.

The Atlantic coast is a grim and terrible wilderness; the edge of a vast solitude of rocky hills, split and blasted by frosts and beaten by waves,



Seal Cove, Labrador, Settlers.

but having many scenes of awe-inspiring beauty. Headlands, grim and naked, tower over the waters, often fantastic and picturesque in shape, while miles and miles of rocky precipices alternate with stony valleys, winding away among the blue hills of the interior.

Near Cape Chatter, the hills are close to the sea, rising to the height of 10,000 feet. The view from the sea being magnificent. A high bare peak, known as Mount Misery, is visible for 75 miles.

The action of fire and ice are shown in marvelous manners on this wild coast. Not only is very red pine grown and pineapples raised, but earth-cumulus heathers, which seem but to need a shake to set myriads trodding down, but the

**EPWORTH LEAGUE,
San Francisco.**

**See
that your ticket reads
on the
return trip
by the
Soo-Pacific Route,
the true
scenic
transcontinental line.**

**See
Special Circular.**

whole coast is carved and chiselled in a wondrous manner by the glacial period, while the fierce frost of winter has blasted mighty rocks, and left wherever a resting place could be found, huge fragments, jagged and rough, "hurled aloft, as they appear, by the hands of Titans."

One feature of rare beauty is peculiar to these arctic regions,—the Aurora Borealis. At times one radiant crown circles the zenith; at others vast columns of light advancing across the heavens keep changing shape like battalions of men attacking, the varying uniforms of these flying squadrons resplendent with every shade of violet, red and gold; at others deadly pale phantoms creep ghost like upwards from the northern horizon, till the whole space overhead is filled with quivering rays. Icebergs, till now invisible, reveal their presence, but almost before the sailor has time to note their bearings, these transient



Iceberg off the Labrador Coast.

glories are suddenly extinguished, and the sea and sky are once more plunged into darkness, all the more death-like for the contrast, so that men call it, "The dead at play."

THE CHATEAU.

One of the most remarkable pieces of scenery on Labrador is at Chateau, north of Battle Harbor, which has within it the noble fiord of Temple Bay. Chateau gets its name from the rock formations at the mouth of this deep, narrow bay. This castle like pile of basaltic rock rises in vertical columns from an insulated bed of granite. Its height from the level of the sea is upwards of 200 feet. It is composed of regular five-sided prisms, and on all sides the ground is strewn with single block and clusters that have fallen from their places. It seems like some grim fortress of the feudal ages from whose embrasures big-mouthed cannon were ready to belch forth flame and smoke. Chateau was once a place of some importance and has its historic associations. When the unfortunate Acadians were driven from their homes, a number of them found a refuge on this spot, which they fortified, remains of the fortifications being still visible. Here the traveler may gaze upon the midnight sun in all its splendor, without the fatigue or expense incident to a trip to the North Cape for the purpose, and, if time permits, may remain over for a trip, enjoying the hospitality of the missionaries and reveling in the sport so abundant in that region, undisturbed by the fear of game laws. The Eskimos also form an interesting study, and a liberal supply of camera plates can be used to advantage.

**Plan your
Vacation Trip**

to go

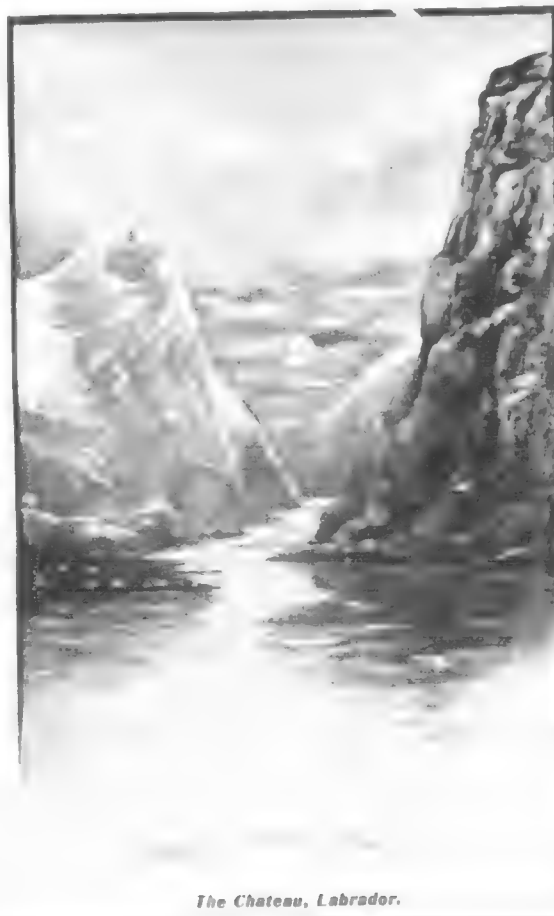
EAST

is



and the

LAKES.



The Chateau, Labrador.

GLACIAL GEOLOGY.

Observations of glacial phenomena taken during various explorations show that Labrador Peninsula, with the exception of a narrow strip along the Atlantic coast, was completely covered with ice during a portion, at least, of the glacier period. The movement of the ice followed the general slope of the country outward in all directions from a central gathering ground and the thickness of the ice was so great that in its flow it passed over ridges and valleys unchanged, or with only minor alterations. The hills behind Nain, 1,000 feet above the level of the sea, are glaciated to their summits.



Eskimos Kayaks of Labrador.



BAPTIST ANNIVERSARIES

Springfield, Mass.

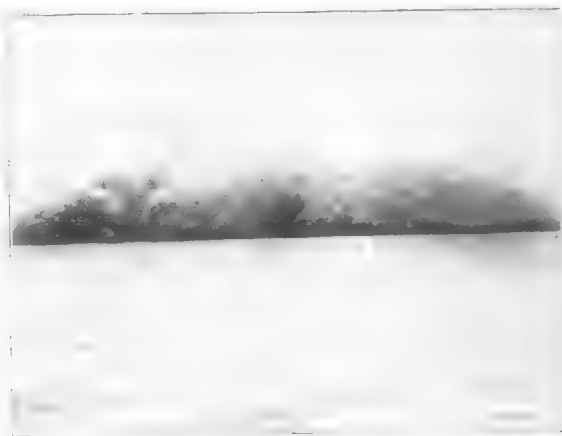
Rates Low.

Accommodations

Unsurpassed.

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A Big One off Cape Chudleigh, Labrador.

IRON ORE.

On the shores of Little Matonipa Lake, there is a remarkable development of bedded iron ore, the sections exposed giving a thickness of over 200 feet of ore. The small shining crystal facets of the ore give the rocks a most brilliant effect in the sunlight, so that it sparkles as if studded with diamonds.

The early Jesuits reported a burning mountain situated in Labrador, near the headwaters of the Maniagan river, and their Indian guides led to the effect that a shining mountain lies about 20 miles to the westward of Matonipa Lake, which has a similar sparkling effect on a much larger scale than mentioned above, being what the

Indians call "The Burning Mountain." The reflection from these mountains of ore is so brilliant that the early missionaries reported them as active volcanoes.

ANIMALS.

Lynx, wolf, bear, the silver fox, marten, otter, ermine, the polar bear, are confined to the coast and rarely travel inland.

Caribou reindeer ranges in immense numbers at certain seasons of the year about Nain.

Beaver. Canada porcupine—used by Indians along Hamilton river as food. Rabbits.

The domestic animal world of Labrador is represented only by the inevitable dog—the cow or horse does not exist.

BIRDS.

Loon, dovekie, ivory gull, tern, sheldrake, black duck, eider duck, American scoter, surf duck, goose, heron, snipe, sandpiper, snail (great yellow legs), plover, grouse, partridge, passenger pigeon, bald eagle, golden eagle, owl, kingfisher, woodpecker, night hawk, jay, sparrow, snowbird, song sparrow, warbler, thrush, kinglet, hermit thrush, American robin.

THE FISHERIES.

Cod alone is fish in Labrador diction. Cod is the coin of the realm. Money is scarcely known, and no other medium of exchange is used by the people, whose "raison d'être" almost is cod. All live on goods advanced on credit, to be paid by their catch of cod. The truck system is

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IN

LABRADOR.

Party leaves

St. Paul and Minneapolis,

June 26th, July 10th,

July 26th.

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25 days.

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Special Circular.

the next of kin to the old feudal system, and has long been extinct in most civilized countries. With the people of Labrador, tomorrow's labor is ever mortgaged ahead for food for today. "A short feast and a long famine," is a coast epigram.

Sturgeon, sucker, carp, smelt, whitefish, Atlantic salmon, lake and brook trout, pike.

Insect life is not abundant in the interior.

Thirty thousand Newfoundland fishermen migrate to Labrador each year to engage in fishing.



Douglas Island Natives, Labrador.

This great peninsula lies between Gulf of St. Lawrence, Hudson Bay and Straits and the North Atlantic. The climate ranges from temperate on the southern coast to arctic on the Hudson Straits. In winter the whole coast is blockaded with ice fields, while in summer glittering icebergs, stranded or floating, impart a stern beauty to its storm beaten shore. Perhaps no country on the face of the globe so attractive as an abode of civilized man. At the heads of the bays and fiords only, is there a large growth of timber and along the margin of some of the river patches of cultivatable land are to be found.

DESCRIPTIVE.

Hamilton is the largest of the Labrador inlets, extending inland over 120 miles, with an average breadth of 14 miles. Among others, there is Sandwich, Kaplool, Saglek and Nadyvak, which are from 8 to 50 miles deep. These narrow fiords are surrounded by rocky hills, which rise abruptly from the water to heights ranging from 100 to 1,000 feet. A fringe of small rocky islands extends almost continuously along the coast with a breadth of 5 to 25 miles. Outside the islands, the inner banks extend seaward for an average distance of 15 miles, and on that the water is rarely over 40 fathoms deep. From this is seen that the fiords, as a rule, have greater depth than the banks outside the island fringe. To account for such an apparent anomaly, it is necessary to consider the formation of the fiords and banks. The fiords appear to be valleys of denudation

of very ancient origin, eroded, at least in part, when the elevation of the peninsula was considerably greater (at least 600 feet) than at present. Their remote antiquity is established by the deposition in their lower levels of undisturbed standstones of the Cambrian age.

A vast tableland occupies much of the interior, the whole being strewn with an infinite number of immense boulders, often three and four deep. Language fails to paint the awful desolation of the tableland of the Labrador Peninsula.

Like other portions of Northern Canada, underlain by glaciated Archaean rocks, the interior of Labrador Peninsula is covered with myriads of lakes, which occupy about one-fourth of the total area. In size, they vary from small ponds to lakes with surfaces hundreds of square miles in extent. Great Mistassini and Michikamau lakes have areas considerably exceeding 500 square miles.



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Lake and Rail.

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Iceberg off St. Barbers' Island, Labrador.

On the Atlantic coast, potatoes and other root crops are grown, but it is very doubtful if the country will ever be fit for agriculture north of latitude 50. On the outer coast the climate is more rigorous, and appears to be much affected by the northern current with its numerous floating icebergs, which lowers the temperature and renders the growth of root crops slow and uncertain. Garden vegetables are grown at Nain in latitude 65 30.

The summer season commences almost simultaneously throughout the interior and the jump from winter into summer occurs, as a rule, during the first two weeks of June, when the snow disappears and the ice leaves the rivers and lakes. With the disappearance of snow and ice the temperature during the day rapidly increases and the leaves are almost immediately put forth by the trees and bushes.

White birch, aspen, poplar, cedar, pine, white spruce, are abundant over the entire Atlantic coast as far north as Nain. About Hamilton Inlet white spruce is abundant and many large sticks are taken out for spars and masts for schooners; many trees exceed 18 inches in diameter and grow to immense heights.

Areas of forests with trees large enough for commercial purposes abound on the many streams flowing into the Atlantic. The time will soon come when this portion of Labrador will be profitably worked for lumber.

Small fruits abound, such as the cherry, velvet berry, raspberry, dewberry, Indian pear, blue berries, duck berry and cranberry; the cranberry

is found in perfection immediately after the disappearance of snow in the spring and continues good until in the fall, when the juice dries up from the action of the sun.

From the latest returns, the Indian population of the Atlantic coast of Labrador is about 3,500. In the summer, during the fishing season, there is a migratory population of about 30,000 men, women and children from Newfoundland, who engage in fishing.

The total population of Labrador from the census taken in 1893, gives 3,500 Indians; 2,000 Eskimos, and 9,000 whites, or about one person to every 35 square miles.

For the spiritual benefit of the whites, the



Y. M. C. A.

Boston, Mass.

Low Rates.

Choice Routes.

Solid through train.

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Inuit of Big Island, Labrador.

Methodist church of Newfoundland has a mission station opposite Rigolet; the Episcopal church has a mission church at Sandvick Bay. The missionaries travel from house to house, instructing the children. In spite of lack of educational facilities, nearly everybody can read and write, and all are very religious.

As alcoholic liquors are not sold on the coast, cases of intoxication are exceedingly rare, and many of the young people do not know the taste of alcohol. On the whole, these people compare favorably with those of more civilized regions, being frugal, moral, good tempered and naturally intelligent.

The Indians of the Labrador Peninsula belong to the tribes of the Algonquin family; the various tribes are closely related by intermarriage. Their language contains many words of the Ojibway and Cree tongues.

Dishonesty and theft are unknown to the interior Indians. Provisions and outfit can be left anywhere inland with perfect safety. Only in cases of absolute starvation will provisions be taken, and then only a small part, for which payment will be left by the person taking them. It is to be regretted that along the coast, where the Indians are in close communication with the whites, their honesty suffers, and a good lookout must be kept on property, or it will be stolen.

Hamilton Inlet is the present southern limit of the Eskimo on the Atlantic coast. There is now a little tribe of some half dozen families living on Henrietta Island in Hamilton Inlet, and a few more families are scattered along the shores of the lower portion of the Inlet.



EPISCOPAL CONFERENCE.

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**If your ticket
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**by the
Soo-Pacific Route.**

**It takes
you through the
wonderful
Coast, Selkirks and Rocky
Mountain Ranges.**

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VISITORS.

Of late years, Labrador has been visited by an increasing number of tourists in search of the picturesque, artists to sketch the icebergs and coast scenery, sportsmen and anglers and even invalids in pursuit of health.

HAMILTON RIVER.

The Hamilton River issues from a small lake expansion on a level with the surrounding surface of the table land, and there begins one of the grandest and wildest descents of any river in eastern America. A large number of barometric readings taken in the vicinity gives the height of the river as it issues from the lake as 1200 feet above sea level. The height of the valley at the source of the river is 1000 feet, and at the same



Granfers Cove, Labrador.

manometer is yet 1,000 feet above sea level, in 12 miles the total fall is 700 feet. Such a fall would be nothing extraordinary for a small stream in a mountainous country. But it is phenomenal in a great river like the Hamilton, which has been estimated to discharge at the falls about 50,000 cubic feet per second or more. The mean volume of the Ottawa basin is Ottawa, which includes the waters of most other rivers. The descent including the falls is 1,000 feet, the most being in the last 100 yards.

GRAND FALLS.

For 300 yards above the falls there is a very steep grade. Here the current is not rushing in a swirling mass, there is no roaring, no tumbling waves, at least no such noise as is to be heard; the deafening noise of such a spectacle diminishes the heavy boom of the rushing sound and the low. After a final steep descent of about 100 yards of water is shot down a very steep incline of rock for 100 feet, where it finds its way to a basin of foam and plunges into a circular basin below, the momentum acquired during the long part of its fall being sufficient to carry it all the way to the perpendicular wall of rock at the bottom, leaving almost a free passage for a further descent of 100 yards and the falling water, the total fall from the crest of the incline to the basin below is 400 feet. The Indians believe that the noise between the rushing water and the rocks is due to the spirits of two maidens who were accidentally carried over the falls, and who now pass their time in dressing and preparing their skins. On



Grand Falls of the Hamilton, Labrador. 302 Feet High.

the account, or more probably, cause of the foeling of two inspired by the great power and the enormous power displayed in this rushing water, those who visit in the vicinity cannot be induced to visit the falls or the canyon below. The basin into which the river falls is nearly circular and about 200 yards in diameter, and surrounded on all sides by nearly perpendicular rocky walls, 500 feet high. The surface of the basin is violently agitated by the rush of waters and the surface of the basin is violently agitated by the rush of waters and the surface of the basin is violently agitated by the rush of waters. The noise of the falls is a stunning effect, and can be heard for more than ten miles away, as a deep booming sound. The cloud of mist is visible for a distance of 10 miles.

Trip to Grand Falls will take 14 days extra and cost \$150 additional.

BOSTON, MASS.



Union Depot, Boston

ing rocks and shoals, are very numerous, rendering navigation through the two channels very difficult, and easily guarded; but the harbor when reached is very secure. It is nearly thirteen miles long and eight miles wide, giving an anchorage of nearly sixty miles.

The founding of Boston by our forefathers, its prominence in history, the great fires which devastated the city on several occasions, is familiar to most every one. The thrilling events of the colonial days, the revolutionary period, which brings to mind such important events as the Stamp Act, the Tea Act and many others, with its historic buildings such as the Faneuil Hall, the cradle of liberty, built in 1712, the old South Church, erected in 1730, and many others, which figured so conspicuously during the early days of the American nation goes to make Boston one of the most interesting points on the American continent.

The visitor should not fail to visit these famous buildings. Both Faneuil Hall and Old South Church contain many important pictures. In the latter is to be found a valuable collection of paintings and relics illustrating New England history. Old Christ Church and King's Chapel should also be seen.

Some of the buildings of recent period which would prove of interest to the sight-seer are: The new Court House, on the west side of Pemberton Square, one of the most imposing structures in the city; the new Public Library, occupying an entire block on the south side of Capley Square; the Art Museum, covering a large area, and the many educational and literary institutions and churches.

The park system of Boston is one of the finest in the world. Its chief feature is the famous enclosure called the Common, embracing forty-eight acres, which is supplemented on its western side by Public Garden, a tract of twenty-one acres. The several parts of the park system are: The Charles River Embankment, on the north side of Beacon Street; the Black Bay Park, comprising land and water; the Muddy River Improvement, connecting the Black Bay Park with Jamaica Pond by way of Brookline; Jamaica Park, a driveway wholly around Jamaica Pond, which extends to 485 acres lying between Dorchester and Roxbury; Marine Park at City Point, South Boston and the Chestnut Hill Reservoir at Brighton may be called another.

Boston affords the stranger many points of interest. In addition to those mentioned, there are many theatres and places of amusements. The business interests of this great city are very extensive, and a visit to some of the great manufactories for which Boston is noted would be of interest.

BOSTON, the capital of the State of Massachusetts, is the second city in commerce, wealth, banking capital and valuation in the United States. It lies at the bottom of Massachusetts Bay, and is one of many pear-shaped peninsulas formerly attached to the mainland only by narrow, marshy necks, which fringed the shores of the bay. The Charles river, once more than double its present width, divides it from the similar promontory of Charlestown (the site of the battle of Bunker Hill), on the other side of which the Mystic River, uniting with the Charles, flows into the harbor.

It is believed that there has been a larger outlay of labor, material and money in reducing, leveling and reclaiming territory, and in straightening and widening thoroughfares in Boston, than has been expended for the same purposes in all the other chief cities of the United States together. The broad watercourses around Boston are now spanned by causeways and bridges, East Boston only, that the harbor may be open to the navy yard, being reached by ferry. Boston has now sixteen bridges. Most of the railroads have their own bridges. Six of the islands in Boston are the property of the city, and three more of them have been ceded to the United States for fortifications. The harbor islands, includ-

THROUGH THE FAMED WHITE MOUNTAINS TO PORTLAND.



Mt. Washington.

northern gate of the White Mountains is reached, the Ammonoosuc river being followed into the interior of the group, beyond which a pass affords egress to North Conway, from which point the road runs to Portland and Boston. There are several small stations between Lunenburg and Conway, offer-

THE most attractive routes to the popular resorts of the American sea coast from Canada lie through the celebrated White Mountains.

Between Canada and the fashionable points on the Atlantic seaboard lies a territory of great natural beauty, affording unnumbered facilities for spending a pleasant holiday, and in addition to picturesque and varied scenery there will be found well-appointed hotels for the accommodation of tourists. The Soo Line has laid out a great number of routes to convey pleasure seekers through the finest portion of this region, to the White Mountains, the Coast and also through the mountains to southern New England.

Leaving Montreal the line runs through a hilly country, enters the state of Vermont a short distance south of Abercorn, and thence east to the pleasant resort of Newport, Vt., situated on the southern end of Lake Memphremagog.

From Newport the trip is continued via the Passumpsic division of the Boston & Maine Railroad to Lunenburg, Vt. The run from Newport to St. Johnsbury trends towards Burke Mountain and follows the crooked Passumpsic river for some distance, winding among picturesque hills with fine views of the Green Mountains. Leaving St. Johnsbury, the line runs eastward crossing the beautiful Connecticut Valley. The famous White Mountains, faintly discernible from St. Johnsbury, now loom boldly above the eastern and southern horizon. Sharply defined in the foreground is Lafayette, and to the south the Profile range; to the east and north Cherry Mountain and the Lancaster range; while between Lafayette and Cherry tower the grander summits of famed Mount Washington and the Presidential range. From Lunenburg the Maine Central Railroad is taken.

After crossing the Connecticut river the line turns to the south, passing many villages resorted to for summer holidays, until Fabyans, at the

ing good accommodations for visitors, and from them many branch and stage lines diverge to desirable points, where hotels and boarding houses will be found.

East of Fabyans the first station is Twin Mountain House, close to Twin and Cherry mountains, and from here a fine view is obtained of Mount Washington and of Mount Lafayette. The several picturesque villages to the north about Cherry Mountain, Randolph and Jefferson, are easily accessible. The White Mountain House, one of the oldest hotels in the country, is one mile away to the east, Fabyans being the central point of the entire district.

From Fabyans trains run to Bethlehem Junction, from whence short branch lines lead to the Maplewood hotel and cluster of pretty cottages, and to the well known village of Bethlehem, where numerous fine hotels and boarding houses will be found. Owing to the freedom from hay-fever, and the extreme beauty of the surrounding landscape, this village is a very popular resort. A noteworthy side-trip of ten miles can be made by rail from Bethlehem Junction to the famous Profile House, situated in a deep cleft between Franconia and Lafayette ranges, at the source of the Merrimack. Close at hand, projecting from the brow of a tremendous cliff, is the mighty profile of the "Old Man of the Mountains." It is colossal in proportions and a perfect face throughout, as though one of the wizard craftsmen of old who chiselled the stupendous Sphinx had sought to carve some magnificent statue from the living rock and giving up the task after completing the features. Six miles below the Profile is the Flume and Flume House, reached by stage, and within easy driving distance is North Woodstock. To the south and west of Fabyans lies a wilderness, mountainous and wild in the extreme, and to the north and east tower the lofty heights of the Presidential range. A branch line, six miles long, runs from Fabyans along the bank of the Ammonoosuc and past its pretty falls to the base of Mount Washington, whence the Mount Washington Railroad carries visitors to the summit, 6,293 feet above the sea.

The summit of the mountain is occupied by a large hotel. While the majority of tourists devote only one day to Mount Washington, those who remain over at least one night on the top of the peak are abundantly rewarded. The incline railway by which the ascent of the mountain is made has been in operation since 1869, and is the model for the similar railroads in the Alps. The total length of the line is nearly three miles, and the time of ascent about one and one-half hours. Precautions for safety are so numerous that an accident is impossible.

A narrow pass leading southward from Fabyans carries the Maine Central Railroad from the Connecticut slope to that of the Atlantic. In the jaws of this pass, one-half mile beyond Fabyans, stands the Mount Pleasant House, one of the most popular mountain resorts, and four miles further is the celebrated Crawford House, occupying a secluded nook at the base of Mount Clinton. A little pond just in front of this hotel is the source of the Saco river, which flows thence southward through the White Mountain Range and outward to the ocean at Portland.

Turning southward from the Crawford House the railway next passes through the narrow "Gate of the Notch," winds its way by skillful engineering along the sheer eastern slope of Mounts Willey and Willard, and thence follows the Saco through a narrow canon for several miles down past the Willey House, Bemis, Upper Bartlett, Glen Station, Lower Bartlett, and Intervale to North Conway, where the valley expands and furnishes some of the most beautiful scenes in New Hampshire.

The Maine Central Rd. proceeds southward from North Conway to Conway Centre on the banks of the Saco, where it turns eastward and pursues its way down the valley and around the southern end of Sebago Lake to Portland, Maine, and thence eastward to all points in the State of Maine and the Maritime Provinces. This is a rich farming country, presenting charming landscapes and many different tours, including those leading to Bar Harbor, Old Orchard Beach, Poland Springs, the Maritime Provinces, Boston, etc. In the immediate vicinity of Portland are several noted resorts much frequented by Canadians, including Cape Elizabeth, Prout's Neck, Cushing's Island, Peak's Island and other attractive places.

Memorandum for Travelers.

How to Carry Funds—The best way to carry funds is by American Express Co.'s Traveler's Cheques.

Extra Money All the details of the trip are so complete and every necessary expense has been so fully considered, that \$25.00 extra will amply meet the needs of each person, unless one contemplates making many purchases, or extending one's stay.

Baggage Baggage should consist of one steamer trunk and a handbag, MARKED with the owner's name in full. Padlocks and straps are objectionable, being liable to damage by removal; canvas covers are also objectionable. Jewellery and other valuables should not be placed in checked baggage. Trunks to be placed in staterooms should not exceed thirteen inches in height, two feet in width and three feet in length.

Clothing The tourist should be governed by his ordinary taste and habits in this matter. For the Atlantic voyage, warm clothing is necessary, and old clothing is most suitable—such as a comfortable winter suit and thick overcoat, and soft felt or cloth hat. A rain coat is also necessary, the "Cravenette" being the most serviceable.

Deck Chairs These chairs are furnished free to the members of our party.

Deposits To secure membership and a choice of berths, immediate application should be made. No berths can be secured until a deposit of \$50.00 has been made. Berths on steamers will be allotted strictly according to priority of registration.

What Is Included While the rate charged is low, every detail will be carried out on the most liberal scale. The steamers are the finest; the hotels are first class; meals and lodging at hotels; carriage drives where mentioned in itinerary; admission to Pan-American Exposition; berths and meals on trains and steamers; baggage transfers. In fact, all necessary traveling expenses.



Hunters' Camp, N. F.

HINTS.

Take an umbrella.

Have rubber heels on your shoes if you intend to do much walking.

Get a "carry-all"—this is a heavy canvas bag in which you can put steamer rug, heavy wraps, etc.

Take a hot water bag. In a steamer chair, wrapped in a rug, with a bag of hot water in your lap, you are comfortable on the coldest day.

Leave your troubles and worries at home.

Always look for "the best of it." Don't worry—Don't hurry—Let the conductor do it for you.

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Summer
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